

Serial No.10/800,723

Atty. Docket No.: 01-575

AMENDMENTS TO THE SPECIFICATION**RECEIVED
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Please amend the paragraph beginning at page 3, line 14 as follows:

As shown in Fig. 1, the occupant collision protecting system 1 includes a seatbelt retraction device 2, a seatbelt control ECU 3, a pre-collision sensing ECU 4, an emergency braking sensing ECU 5, also referred to herein as an emergent-braking sensing ECU 5, a variety of sensors 6, a buckle switch 7 and an in-vehicle LAN 10. As shown in Fig. 2, the seatbelt retraction device 2 is controlled by the seatbelt control ECU 3. The seatbelt retraction device 2 includes right and left seatbelt retraction units 2R, 2L, each of which has its own electric motor 21R, 21L. The seatbelt control ECU 3 includes right and left motor driving circuits 31R, 31L, each of which drives the right or left motor 21R, 21L. The seatbelt control ECU 3 also includes a microcomputer 32 that has a CPU, a ROM, an I/O port, which are not shown here. The microcomputer 32 is connected to the in-vehicle LAN 10 via an interface 31. The microcomputer 32 receives a pre-collision signal CS from the pre-collision sensing ECU 4, an ~~emergent-braking~~braking signal BS from the ~~emergent-braking~~braking sensing ECU 5, various signals from the respective sensors 6 and a switch signal from the buckle switch 7. The microcomputer 32 may operate the seatbelt retraction device 2 to hold an occupant when it receives the pre-collision signal.

Please amend the paragraph beginning at page 4, line 10 as follows:

The motor driving circuits 31R, 31L are powered by the battery 50 via a relay circuit 34. The switching operation of the ~~relay motor driving~~ circuits 31R, 31L is controlled by the microcomputer 32. Each of the motor driving circuits ~~31R, 31L~~ 31R, 31L has a control IC unit 40 and a bridge circuit 41. When the relay circuit 34 turns on, the control IC unit 40 is powered by the battery 50.

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Please amend the paragraph beginning at page 4, line 27 as follows:

The microcomputer 32 executes a control program, as shown in Fig. 3. When the ignition switch 51 is turned on, an initial diagnosis is carried out at S100 to find out any abnormality of the seatbelt control ECU 3. When the microcomputer 32 and its signal transmission via the ~~interface 31~~ interface 31 are found to be normal, the relay circuit 34 is turned on to supply electric voltage to the motor driving circuits 31R, 31L to find out any abnormality. If no abnormality is found, step 110 follows to turn on the relay circuit 34. Thereafter, the pre-collision signal CS or the emergent braking signal BS is sensed or not is examined at S120. If the result of S120 is NO, this examination of this step is repeated until the result becomes YES.